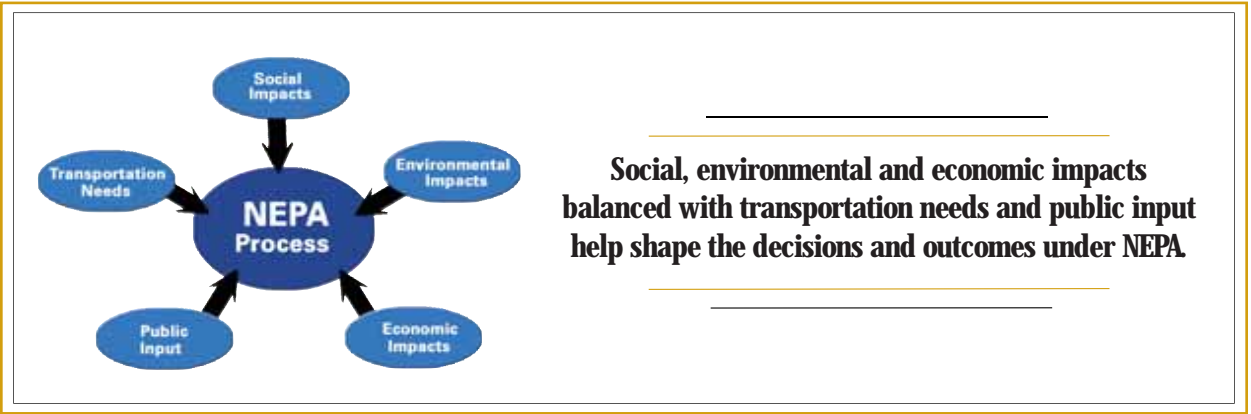


Environmental Process



Irrigation canal looking east toward Exit 40 on Interstate 86.

Project engineers will study in detail those transportation concepts that appear reasonable, meet the future transportation needs and best address issues that have been identified. A No Build alternative is always included. The range of potential concepts will be available for public review and comment at the Open House on August 16th. An environmental document detailing the concepts will also be available for public review at a public hearing later in the process. Once the study is completed and the final environmental document is approved, final design can begin. It is anticipated that this process will take approximately 2 1/2 years to complete.



Federally funded projects require that a complete environmental analysis be performed according to the National Environmental Policy Act (NEPA).

NEPA requires that:

- Federally funded projects be examined for potential impacts to cultural and environmental resources.
- Impacts to cultural and environmental resources be balanced with the public’s need for a safe and efficient transportation system.
- An environmental document be prepared for any project likely to have cultural or environmental impacts.

The goal of this project and the environmental document is to produce a conceptual plan that meets the project’s transportation needs. The public is asked to provide input and help identify issues as part of the project.

Public Open House
Tuesday, August 16
4 - 7 p.m.
William Thomas Middle School
Cafeteria
355 Bannock Avenue
American Falls, Idaho

The Idaho Transportation Department invites you to comment on possible interstate interchange designs and locations for Exit 40 on Interstate 86 in American Falls. An Open House is being held to gather public input and identify issues concerning concepts being considered. If you need accommodations to fully participate in the open house, contact Gwen Smith (208) 334-4444.

For additional information please visit ITD’s web site at: www.itd.idaho.gov/GetInvolved/D5
Click on East American Falls Interchange.



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Idaho Transportation Department

August 2005



Project Facts

Key Number: 8671
Project Number: IBR-1721(102)

Idaho Transportation Department (ITD) is preparing environmental documentation, preliminary engineering and design to replace the East American Falls Interchange at exit 40 over I-86.

The I-86 East American Falls Interchange Project is evaluating interchange options on I-86 within an area approximately 1500 feet west and 250 feet east of the current interchange location.

Project Background

The project will build on alternatives studied in the East American Falls Interchange Feasibility Study (2003) or new alternatives proving feasible. The project follows the National Environmental Policy Act (NEPA) process to develop a preferred alternative that meets all safety, environmental and design criteria of the project. The design of the project is anticipated to take approximately 2 ½ years to complete. Once the design is finalized the project becomes eligible for construction depending on the availability of funding.

The Exit 40 Interchange is one of the oldest in the State of Idaho and is one of two access points to I-86 for the American Falls community. Current design standards are higher than those in effect when the original interchange was built. Issues that must be addressed include replacing the bridge deck, the substandard turn radius at the off-ramps, and the deficient clearance height over the interstate mainline. A new structure will provide better traffic flow, improved user conditions, a better turn radius and increased clearance for truck traffic. The reconstructed/realigned rural interchange is expected to be one-lane each direction with a center turn lane going over/under the existing four-lane interstate.

TITLE VI OF THE CIVIL RIGHTS ACT 1964

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

If you have any questions, concerns, complaints, or would like additional information regarding Title VI, please contact the Idaho Transportation Department EEO Office.

ITD EEO Office
3311 W. State Street
Boise, ID 83703
(208) 334-8852
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www.itd.idaho.gov



Concepts Being Evaluated

The following four alternatives and the No Build alternative have been identified:



Build new interchange 50 feet east of the existing interchange.



Build new interchange 250 feet west of the existing interchange.



Build new interchange 1000 feet west of the existing interchange.



Build new interchange 1500 feet west of the existing interchange.

What's Happened So Far?

East American Falls Interchange Feasibility Study (2003)

The feasibility study explored the need for an interchange improvement project and possible alternatives. The major objectives of the interchange feasibility study are summarized below:

- Identify any existing design or operational deficiencies in the bridge structure and interchange design.
- Develop and analyze a list of feasible repair, reconstruction or replacement alternatives.
- Develop cost estimates for the project in order to plan and budget for the necessary upgrades.

The study indicated that there are deficiencies in the width of the interchange as well as poor turning radiuses that need to be addressed. The feasibility study did not perform a detailed environmental analysis on the alternatives.

Power County Joint Transportation Coalition (May 2005)

- The project team met with the Power County Joint Transportation Coalition to discuss the project and gather comments from the coalition and to
- Present the four build alternatives and the no build alternative that are being evaluated for environmental clearance as required by the National Environmental Policy Act (NEPA) and the Federal Highway Administration (FHWA).

Project Schedule

